

What You Want to Know About Your Auto and How To Drive It and Keep It

Expert Advice How to Keep Automobile Running Smoothly
and the Best Way to Remedy Machine Trouble—
Traffic Suggestions and Pleasure Routes
for Reading World Readers.

By GEORGE E. ROBERTSON.

THE average motorist in trips throughout the country experiences considerable trouble in selecting proper roads, due to the poor marking of these roads at the various intersections. Usually at the main crossways the roads are intelligently marked, either by conspicuous signs put up by the county officials or some enterprising automobile club or dealer. However, there has been a tendency to let the side roads take care of themselves, as it were, or to put up signs that are absolutely unreadable, or point in the wrong direction with the help of mischievous youngsters.

For instance, on the road to the Englewood ferry in North Jersey, a part of the country which is well travelled, the signs are poor and badly placed. This is confusing to the strange motorist. The roads approaching Atlantic City are marked by many indefinite signs, and not only are they hard to read, but they point in all sorts of directions.

clubs and dealers would look into this thereby helping the motorist.

I believe if the local automobile they could greatly benefit conditions.

ANSWERS TO LETTERS.

Automobile Editor:

I have a new 1916 Overland and since I have had the car I can plainly hear a noisy tap (not a knock) in the motor when going uphill. On level running this cannot be heard, but on going up a hill the tap increases in sound, even with spark retarded.

When the hill is made and the road starts to decline the tap goes away, but if the road on top of the hill is level the tap remains until I attain some speed. Can this be caused by the feeding of the gas or by the piston rod? I had the car run out and new spark plugs put in.

A tap such as you mention might be caused by an undue amount of compression in one cylinder or by a valve which might be noisy when subjected to a slow pulling load.

Automobile Editor:

Does the Mercedes Company use the English Whitworth threads throughout its chassis? What is the difference between the English and American standard threads?

C. W. HAMMERS.

The Mercedes Company of Germany uses the metric thread entirely. There is a difference between the Whitworth pitch and the pitch of the American threads. There is also a difference in the design, the Whitworth thread being round top and bottom.

Automobile Editor:

What causes a valve on a six-cylinder Studebaker to tap? I have examined the valve and found it all right and have adjusted the tappet as close as possible. The engine is clean and in good order.

J. E. MATALA.

Usually a valve tap will be caused by a poor adjustment of the tappet. If this adjustment is correct would suggest that the roller of the tappet be examined to see that the pin and roller are in good condition. If the valve guide is worn a noise will occur, and if the spring is not of the proper tension the valve will not seat properly.

Automobile Editor:

If both brakes give way while on a hill with the car going thirty miles an hour, would it be possible to throw off switch, put it in first speed and stop? I didn't think the gears would mesh, but was told by a mechanic that when clutch is thrown out they will mesh in any speed or in reverse, regardless of momentum of car.

B. V. R.

It is impossible to throw the first or reverse gear in when the car is in fair motion. Incidentally it is a bad thing to try.

Automobile Editor:

Could you inform me as to the proper amount of ether to mix with one or two gallons of gas to get more power from a motorcycle engine?

According to my estimation, would say that one ounce of ether be used for two gallons of gasoline.

Automobile Editor:

I have a Henderson motorcycle which has practically the same kind of motor as any automobile, four-cyl-

MOTORISTS' PROBLEMS SOLVED

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HALLOWEEN LOCOMOTIVE ENDS PLUNGERS' WEEK

Jumps to High Record and Tumbles 12 Points—Many Inflation Punctured.

Wall Street closed at noon to-day a week of speculative plunging on war order stocks with a pyrotechnic performance in Baldwin Locomotive shares. In two hours of reckless trading this issue sailed up seven points to its high record of 144, and then tumbled back twelve points to 132, wiping out many fortunes on paper. The play started on rumors of the company being taken into William K. Corey's new Midvale steel combination and collapsed when Corey issued a denial.

Sensational exhibitions marked numerous industrial stocks during the week, notably Bethlehem Steel going to 800 and various motor company shares speeding up to extraordinary prices, but punctures were put in many inflations to-day.

Maxwell Motors was the only one to close at the top, all its issues of first preferred, second preferred and common reaching high prices on prospects of at last paying a dividend.

Studebaker climbed 28 points during the week to 130 and General Motors gained 54 to 381, but neither was able to hold all the gain.

Railroad securities made little change and United States Steel held a high level, touching 87 and closed at 86 1/2. A Stock Exchange seat sold to-day for \$74,000.

Closing Quotations.

With net change from previous closing.

American Can.	100	98	99	+2
Am. Woolen Co.	97	95	96	+
Am. Woolen Mills	97	95	96	+
Albion Mining	78	74	74	+
Alch. Twp. & S. P.	100	100	100	+
Albion Lead	97	95	96	+
Baltimore & Ohio	91	92	92	+
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